

WEATHER FORECAST.

Cloudy and cooler to-day; to-morrow fair, with moderate temperature; west winds. Highest temperature yesterday, 87; lowest, 69. Detailed weather reports will be found on editorial page.

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NEW YORK, MONDAY, JULY 3, 1922.—ENTERED AS SECOND CLASS MATTER.

PRICE TWO CENTS

THREE CENTS WITH NEWS

FREE STATERS TAKE MORE IRISH POSTS; CAPTURE 400 REBELS

Make Successful Assault From 3 Points Against Defended Area.

STORM MORAN'S HOTEL

Occupants Run Up White Flag After Guns Fire Three Shots.

BATTLE RESUMED TO-DAY

Attack at Night After Mayor and Archbishop Fail in Peace Efforts.

DUBLIN, July 3 (Monday) (Associated Press).—Bombardment of the positions still held by the insurgent Republicans was renewed by the Provisional Government forces at 2 o'clock this morning. The firing was intense and lasted for some time.

The National troops were victorious in the battle in Dublin to-day. Early in the evening they opened with a heavy fire and several rebel strongholds were captured, together with nearly 400 prisoners.

The irregulars are now confined to an area 700 yards long in the center of the city, including Sackville street, Marlborough street and Parnell square. An official bulletin issued shortly before 9 o'clock to-night says: "Thirty irregulars who occupied Moran's Hotel are now in our hands, as is also the section bounded by Talbot, Purdon, Amiens and Gardiner streets."

"Gen. Ennis telephoned at 8:30 that the irregulars have been driven from eight positions they held."

A fresh outbreak of firing occurred in many parts of Dublin and throughout the city there has been increased activity on the part of the Free State troops and heavy concentrations at tactical points. Free State troops began by occupying the principal buildings in possession of the irregulars.

Tunnel Under Parnell Square.

An official bulletin issued at General Headquarters at 10:30 to-night describes the evening operations of the Free State troops. They advanced in three directions, attacking the posts held by the irregulars, driving out the occupants and taking some prisoners. It specifies that the main line of the rebels was broken during the operations several ground mines laid by the irregulars were exploded.

A tunnel, apparently for the purpose of escape, was found parallel to Parnell square. Many of the insurgents escaped in Marlborough street area through breaches in the adjoining houses when their posts were attacked.

It confirms the capture of Moran's, Hughes's and McArthur's Hotels, with eleven and twelve prisoners. The irregulars are still in possession of hotels and other buildings in Sackville street, but are completely isolated.

Three Shells Rout Rebels.

One of the most important successes of the regulars was at Moran's Hotel. An eighteen pound shell was fired against it, and after the third shot the rebels rushed from the hotel and crossed the street into a hotel opposite. In a few minutes, however, they hoisted the white flag and surrendered. Three casualties are not believed to be serious.

Moran's Hotel commanded an important artery of communication between Nelson Pillar and the Great Northern station and the Central railway station. During the day practically the whole of this area was invested by Government troops, and its surrender was preceded by a long and bitter struggle.

The attack consisted principally of machine gun fire, the Free Staters being posted in an advantageous position commanding the hotel. Armored cars played an important part in the attack. Another rebel outpost captured this evening was the Swan Hotel in York street, opposite Stevens Bridge. The attack was made from the city plaza with machine guns. The rebels repulsed vigorously from behind the fortifications, and the engagement continued intermittently for several hours. The walls of the hotel were badly battered and in the evening the rebels retreated, leaving three wounded behind.

Failure of Peace Offers.

This evening's attack followed the failure of the efforts of Lord Mayor O'Neill and Archbishop Byrne to secure the peaceful evacuation of the occupied buildings. As soon as this was known the Provisional Government authorities prepared to dislodge the rebels. The attack on the Sackville street area was developed on the west side, while other operations were prepared in another section of the city.

Several former officers of the Mid-Claire brigade, who were engaged in resistance to the Provisional Government, were placed under arrest.

The irregulars posted a machine gun on the tower of Arnsfort & Co. premises in Henry street last night and brought it into action against the telephone exchange in Crown alley. The Government garrison replied with brisk fire, which continued for several minutes.

On an unbroken front of 200 yards in the Sackville street area the rifles of the irregulars were visible from the windows of the buildings opposite, while the whole of this area was effectively barricaded. The insurgents showed unremitting activity in sniping

GIRL KILLED, FRIEND HURT AS TRAIN HITS PONY CART

Animal Shies and Bolts Through Gates at Rockville Centre When Express Comes Thundering in—Child Cannot Hold Him.

A pony cart in which Grace Duffy, 12 years old, was taking her friend, Muriel Gaylor, aged 10, for a ride, was struck by an eastbound Long Island Railroad express train at the Centre avenue crossing in Rockville Centre late yesterday afternoon when the pony became frightened and bolted through the crossing gates to the tracks in front of the locomotive. The Gaylor girl was killed almost instantly and the Duffy girl suffered several bruises and possible internal injuries. The pony was killed and the cart was demolished.

Grace Duffy is the daughter of Martin A. Duffy of 45 Randall avenue, Rockville Centre. Muriel, who lived in Brooklyn, had been visiting an aunt, Mrs. R. Weeks, at 21 Randall avenue. The two had driven about town and had decided to cross the tracks to get some bread to take home. They reached the gates just as the gatesman lowered them, and as the rumble of the oncoming express train was heard Grace pulled up the pony and they sat in the cart waiting at the head of a long line of automobiles and wagons.

Before the train reached the crossing the engineer blew the locomotive whistle. The noise frightened the pony. It reared, and before the little Duffy girl could get the animal under control it had dashed forward. Several men who had been sitting in waiting automobiles jumped out and tried to catch the animal, but they were too late. The gatesman rushed forward, but the pony speeded by him and under the gates, dragging the cart, with the two little girls tumbled on the seat.

Men yelled at the children to jump, but they either did not hear or they were too frightened to obey. Grace Duffy tugged and pulled at the reins in an effort to stop the pony before it reached the tracks. But she could not pull the animal back.

The cart was squarely in the middle of the track when the locomotive struck them. The Duffy girl was thrown from the cart and landed on the tracks, but the force of her fall sent her rolling down the embankment several yards from the gate. But the Gaylor girl went under the truck of the train with the cart and the pony, and her body was dragged for several hundred feet before the engineer could stop the train. She was dead when pulled from beneath the train and the little Duffy girl was unconscious. The latter was hurried to the Rockville Sanitarium, where it was said last night that she will recover. The Gaylor girl's body was sent to a morgue. Coroner Edward New will hold an inquest to-day.

STEINMETZ TO RUN ON SOCIALIST SLATE

General Electric Expert Is Named for State Engineer; Defeats Karapetoff.

CASSIDY FOR GOVERNOR

A. P. Randolph, Negro Editor, for Secretary of State; Mrs. Wiley, Lieut.-Governor.

The proceedings of the Socialist party of New York, in convention here yesterday, made it apparent that all arrangements have been made for the coalition of the Socialists in the State with the Farmer-Labor party. The Socialists put up their ticket and then passed a resolution to the effect that the nominations were temporary, empowering the State committee to meet with representatives of the Farmer-Labor party on July 15 and authorizing the State executive committee to fill vacancies.

Charles P. Steinmetz, of Schenectady, expert for the General Electric Company, was nominated for State Engineer and Surveyor. There was opposition to him as a "high brow." The opposition, however, named Prof. Vladimir Karapetoff of Cornell. The vote was 25 to 7 in favor of Steinmetz.

Steinmetz told this New York Herald last night:

"I have accepted the nomination for State Engineer, but I do not expect to make an active campaign. I will leave it to the voters to decide whether they wish my election."

Edward F. Cassidy, printer, former Alderman and recently the party candidate for Mayor, was nominated for Governor. Mrs. Theresa B. Wiley of Schenectady, who was present, and looked exceedingly cool and attractive, was named for Lieutenant-Governor. Other nominations were: Secretary of State, A. P. Randolph, negro editor of New York; Comptroller, Thomas Sheehan, railroad man, Albany; State Treasurer, Morris Berman, retired merchant, Queens; Attorney-General, Hazen Wilcox, lawyer, Elmira; United States Senator, John W. Dennis, Rochester.

Changes will be made in this ticket to suit the Farmer-Labor officials and give that organization places. The nomination for Senator will go probably to the Farmer-Labor crowd, who have in mind John Haynes Holmes, Rose Schneiderman and James Boyle, formerly of the Brooklyn Central Federal Union, now in Schenectady. There are some who favor the city plan, being a candidate for one of the offices, depending on La Guardia's willingness to cut himself off entirely from his Republican affiliations. Cassidy, the head of the ticket, is understood to be acceptable to the Farmer-Labor people, whose representatives have been attending the Socialist convention.

Satisfactory to All.

The platform approved yesterday is also satisfactory to the other group which is to join the Socialists. It is much different from the city platform of last year, reaffirming the great majority of the principles set forth at that time. The formation of cooperative unions, the repeal of the city plan, the right to organize, the repeal of the Lusk bills, the referendum and the recall. Movie censorship legislation and military training are opposed.

The State committee of the party will meet to-day at the People's House and make arrangements for its coalition conference. The State committee of the Farmer-Labor party will meet Wednesday night at 117 West Forty-sixth street.

CHALLENGES NATIONS TO CIRCLE THE EARTH IN \$1,000,000 PLANE

American Eagle, Headed by Rear Admiral Fiske, Proposes Big Race.

TO DEVELOP INDUSTRY

Plans Double Deck Hydro-airplane to Carry 100 Persons, Including Crew.

DETAILS PARTLY READY

Experts in Every Phase to Aid in Building Practical Aircraft for Trade Uses.

America proposes to race the world in aviation. She has challenged the principal nations to meet her in a race around the globe with plane of 100 passenger capacity costing \$1,000,000. By means of such a race, in which they are confident of victory, a group of American aeronautical engineers and sportsmen have associated themselves under the name American Eagle, with Rear Admiral Bradley A. Fiske, retired, as honorary president. The association has no money making aims and is entirely altruistic. A statement of its purpose and ambitions was issued yesterday from its office at 1457 Broadway.

The challenge was issued in a cable dispatched over the signature of Rear Admiral Fiske to the Air Ministries of Great Britain, France, Italy, Spain, Portugal, Belgium, Norway, Sweden, Denmark, Cuba, Mexico, Brazil, Argentine Republic, Chile, Peru, Japan and China. The challenge to Great Britain, of which those to the other countries are practically duplicates, follows:

"Please convey to representative group of British aeronautical engineers and sportsmen the compliments of American group affiliated in the project to build hydro-airplane of hundred passenger capacity to circumnavigate the world for advancement of commercial aerial navigation. Also, please convey friendly challenge to compete with British ship. Conditions of contest and details by mail upon receipt of assurance of competitive interest."

Details Partly Worked Out.

Cyril O. Assmus, secretary of the American Eagle, explained yesterday that the project had been thought out by a large group of American engineers of international fame who believe that the era of commercial aerial navigation on a big scale is at hand. Details for financing and building the enormous flier have been worked out, he said, and members of the group are prepared to put their scientific opinions to a practical test in an international contest. The names of several men prominent in financial and sporting circles who are interested are to be announced later.

The flight is to be carried out regardless of whether the other countries invited to participate accept the challenge, which, according to Mr. Assmus, was issued principally to quicken interest of the public in commercial flying and reveal to it the possibilities of this new avenue of travel.

Mr. Assmus said that the plane would probably be built in New York at a cost of about \$1,000,000 and would require from nine to twelve months for its construction. It will carry 100 passengers, including a crew of about thirty-seven men. The plane, which will bear the name of the organization, will in double speed of travel will be the deciding factor in the competition between the nations.

Prominent Engineers in Group.

The statement concerning the proposed flight issued by the American Eagle follows, in part: "The challenge followed the organization of the group as a trust estate under the name of the American Eagle, which has been adopted for the name of the air ship when completed. Among the prominent engineers, aeronautical experts and scientists included in the group are the following: Charles W. Burrows, Ph.D.; Charles H. Day, A.E.M.; Duval La Chapelle; Frederick Charavay, M.F.; I. S. Kaufman, B.S.; E. E. I. E. Glover, B.S.; J. H. Steenson; Joshua Ward, B.S., M.E., and Capt. Hugo Sundstedt.

The latter has been named designing engineer of the American Eagle and his preliminary draft has received all approval.

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AMERICANS TO DEVELOP \$200,000,000 OIL LANDS OF SULTAN ABDUL HAMID

CONSTANTINOPLE, July 2 (Associated Press).—American capital will play a large part in the development of huge oil and mineral properties belonging to the estates of the former Sultan, Abdul Hamid, which are reported to be valued at more than \$200,000,000. Negotiations have just been completed on behalf of the twenty-one heirs of the ex-Sultan providing for the formation within ninety days of an international consortium for the exploitation of these lands, the capital being held equally by American, British and French interests.

The straitened circumstances of the present Sultan was the principal factor in promoting the enterprise, from which the imperial family hopes to obtain an income of \$1,000,000 annually.

MAINTENANCE MEN MAY JOIN SHOP STRIKE TO-DAY; TRAFFIC HERE UNIMPEDED

TRAVEL GOES WELL

Long Island and Pennsylvania Report 100 Per Cent. Service in Holiday Rush.

N. Y. CENTRAL DELAYED

A. F. of L. Says 97 P. C. of Men Are Out and Plans Long War.

L. I. CITY SIEGE STARTS

Power House Heavily Guarded—Strike Breaking Agencies Get Host of Recruits.

With the peak of the outgoing holiday traffic passed, railroad officials yesterday reported little local inconvenience from the shopmen's strike. Except for brief delays trains were reported running from both the Grand Central and Pennsylvania terminals on schedule. Stationmaster William A. Cramer of the Grand Central said last night that the aggregate delays out of that depot would not exceed one hour, while William Egan at the Pennsylvania said both the Pennsylvania and Long Island systems were giving 100 per cent normal service.

The high point of the outgoing traffic, stimulated by the three day holiday, was passed at midnight Saturday. By to-morrow afternoon, when the returning crowds will begin, officials of all the principal roads asserted their train service would be organized to meet the extra demand regardless of the shopmen's defections.

The pressure of the shopmen's organization appeared local to be expected chiefly on the Long Island Railroad, where A. J. Buzer, chairman of the Brotherhood of Railway Carmen, was directing his efforts toward closing the big power plant at Long Island City. He met with indifferent success, and in the early afternoon left for Trenton to assist in rounding up the mechanics in the Pennsylvania's shops there.

Long Island Gets Recruits.

C. D. Baker, general superintendent of the Long Island, reported that a most encouraging response was being had to the company's advertisements for strike breakers and that he expected to have ample recruits to-day to keep operation abreast of requirements. The Long Island meantime has issued a call for retired men of the Long Island Railroad, and also is accumulating at strategic points supplies and equipment that can be installed without the assistance of mechanics. The high ticket fence surrounding the plant was being patrolled so regularly that union delegates abandoned arguing with workers as they came to or from their jobs and confined their efforts to missionary work at the homes of the members.

C. J. Leiper, general superintendent of the New Jersey division of the Pennsylvania, who is in charge at Long Island City, said they did not anticipate any serious trouble.

Taxis for Strike Breakers.

It was said also that arrangements had been made to receive power from New York service stations in event the Long Island City plant was crippled at a point where it would have to stop operation.

The employment bureau of all the principal roads was busy yesterday recruiting every available and qualified man who offered. Double-pay and board and lodging for the period of the strike were the inducements offered as well as guarantee of protection. Among those who volunteered for strike service were a number of men who went out on the outlay strike of four years ago and have not had a chance before to get their old jobs back. Their number was comparatively small.

Temporary headquarters have been engaged by the general manager of a number of Western and Southern roads for the recruiting of strike breakers, and the work is going on at 303 East Fifty-eighth street under the direction of the Williams & Duffield Industrial Service. About 500 mechanics were sent away yesterday to Southern and Western points. Private detectives are on guard at the recruiting headquarters and applicants are sent for by taxicabs and if they pass the scrutiny of the employment managers are given protection until they are placed on their old destinations. No recruiting is being done by this agency, it was said, for any of the Eastern roads. Managers of the Eastern roads reported that they were more applicants than there were vacancies and that it has not yet been necessary to apply to strike breaking contractors for help.

Labor Plans Long War.

Despite the buoyant and optimistic reports of the operating officials of the roads, reports circulated yesterday and said to come from the railway department of the American Federation of Labor were that 97 per cent of the shopmen throughout the country had gone out. Every soon the effect of such a large defection will be felt was not stated by the labor leaders and the railroad officials of the strike.

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Orders to Strike Ready if Ballots So Decide

TO DECIDE TO-DAY

Affiliated Union Pressed by Strikers to Make the Railway Walk-out Complete.

TRAINS ON SCHEDULE

Executives of Roads and Public Seem Unaware of 'Lockout.'

CLERKS TO BE A FACTOR

Group Could Make Trouble Should It Follow Action of Shopmen.

Special Dispatch to THE NEW YORK HERALD. DETROIT, July 2.—Edward F. Grable, international president of the Maintenance of Way Employees and Railway Shop Laborers, announced to-night that a decision will be reached at a meeting here to-morrow whether the 280,000 men in his organizations will join the shopmen in their strike against a wage cut.

The executive board of the unions headed by Grable will count the ballots on hand, and on the result will depend the action of the maintenance of way men and the laborers in the shops. "I could not forecast the result of the ballot, but I will say that the tabulation of returns so far as we have gone thus far has revealed that 90 per cent of the men voted to join the strike," Mr. Grable said, and added:

"If we find after going over these ballots that from two-thirds to three-fourths of the maintenance of way men have voted in favor of the strike the vote will be considered by the executive board as mandatory, and then it will become my duty as president of the Brotherhood to sanction the strike."

Mr. Grable said that although there are only 280,000 of the 450,000 maintenance of way men employed on American railroads, the United Brotherhood of Maintenance of Way Employees the 170,000 non-unionized workers have had an opportunity to vote and their wishes as expressed by their ballots will be counted with the ballots of the members of the association.

25,000 Already Out.

Grable emphatically denied a report originating in Council Bluffs that a strike of the maintenance of way men was authorized Saturday, effective to-morrow, but said that approximately 25,000 men had already gone out. "The 25,000 maintenance of way men, both members of the association and non-members, are out for two reasons. First, because of a misunderstanding and secondly because they are in sympathy with the shop craft workers," he said.

Grable denied a report from Chicago Saturday night to the effect that in behalf of the maintenance of way men he had informed the Railroad Labor Board that the maintenance of way men would stand by for the present at least, which was construed by the labor board as meaning that the maintenance of way men would not join the shop crafts walk-out.

"All that I told the labor board was that we had not proceeded far enough with canvassing the ballots to determine the attitude of the men, and I could not make a definite statement until I knew the will of the men," Mr. Grable said.

Special Dispatch to THE NEW YORK HERALD. CHICAGO, July 2.—Whether the railroad strike spreads beyond the six shop craft unions now involved depends at the moment on the action of the leaders of the 200,000 unionized maintenance of way men who are to meet in Detroit to-morrow.

Their balloting has gone on for several weeks. It is understood to be distinctly pro-strike. Although their president, E. F. Grable, told the Railroad Labor Board on Friday that the final decision rested with him, no matter how the men voted, he said to-day, after consulting with M. J. Leah, head of the railway employees department of the American Federation of Labor, that if his men favored a strike he must call it or resign.

The captains of the 400,000 shop men profess to believe they can win without assistance from the other brethren. But in their private sessions they are exerting every possible pressure on the other unions, particularly the maintenance of way workers, to make the walk-out unanimous so far as the American Federation of Labor is concerned.

The Labor Board also remained sure of its position, assurances having been received from Washington that the full power of the Administration will back the board's decisions in all wage controversies.

Five railroads began advertising for strike breakers in Chicago to-day. They are the New York Central, Santa Fe, Erie, Pennsylvania and the Indiana Harbor Belt Line, of which the New York Central owns stock control. This move came earlier than the union strategists expected. The men sought are boiler-makers, machinists, car repairers and helpers.

Promise "Standard" Wages.

Some of the advertisements, which will appear in Chicago newspapers to-morrow morning, promise "standard wages" and others "wages awarded by the Railway Labor Board," which means the lower pay effective July 1. The Indiana Harbor Belt Line also has out the enticement of piece work, which the American Federation of Labor depre-